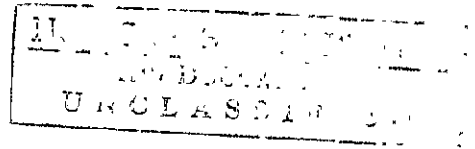


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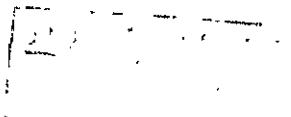


REPORT
OF
THE ELEVENTH MEETING
OF THE
CO-ORDINATING COMMITTEE
OF
SOUTHEAST ASIAN SENIOR OFFICIALS
ON TRANSPORT AND COMMUNICATIONS

KUALA LUMPUR, MALAYSIA.

28-29 MARCH, 1972

Prepared by:
Interim Secretariat to the
Co-ordinating Committee,
Economic Planning Unit,
Prime Minister's Department,
Government of Malaysia,
Kuala Lumpur.
28th March, 1972.



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REPORT
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THE ELEVENTH MEETING
OF THE
CO-ORDINATING COMMITTEE
OF
SOUTHEAST ASIAN SENIOR OFFICIALS
ON
TRANSPORT AND COMMUNICATIONS

KUALA LUMPUR

MALAYSIA

28 - 29 March, 1972

C O N T E N T S

	<u>Page</u>
PART ONE ... OPENING SESSION: WELCOME ADDRESS	1 - 2
PART TWO ... WORKING SESSIONS	3 - 13
I Procedural Arrangements	4
(a) Election of Chairman and Vice-Chairman	4
(b) Adoption of Agenda and Business Arrangements	4
II FEASIBILITY STUDIES	4 - 8
III CURRENT STATUS OF THE REPORT OF THE RTS	8
IV FOLLOW-UP ACTIONS ON RTS - WORK PROGRAMMES, GOVERNMENT DECISIONS AND ORGANISATION	9 - 11
V COORDCOM - ORGANISATION, SECRETARIAT, WORK PROGRAMME AND BUDGET	11
VI CONFERENCE OF SOUTHEAST ASIAN MINISTERS OF COMMUNICATION/TRANSPORTATION	11 - 12
VII DATE AND VENUE OF NEXT MEETING	12 - 13
VIII CONFIRMATION OF RECORD OF MEETING	13
PART THREE TEXT OF WELCOME ADDRESS, MESSAGES, STATEMENTS AND DOCUMENTS	14 - 71
(i) Welcome Address by the Minister of Communications, Malaysia	15 - 17
(ii) Response Address by Dr. N. Gandjar	18 - 19
(iii) Response by Lt. Cmdr. Aree Satayamana	20 - 21
(iv) Closing Statement by Mr. Victorino A. Basco	22
(v) Closing Statement by Mr. Phak Savann	23 - 24
(vi) IS-11M-1 Provisional Agenda	25 - 26
(vii) IS-11M-2 Notes on Provisional Agenda	27 - 35
(viii) IS-11M-3 Feasibility Studies of Regional Projects	36 - 38
(ix) IS-11M-4 Current Status of the Report of the Southeast Asian RTS	39 - 52
(x) IS-11M-5 Managing the Southeast Asian Regional Transport Programme - Future Role of COORDCOM	53 - 59
(xi) IS-11M-6 Proposed 1972 Budget of the Interim Secretariat	60 - 62
(xii) Memorandum re COORDCOM meeting Vice-President, Asian Development Bank	63 - 65

(ii)

	<u>Page</u>
(xiii) COORDCOM'S Schedules of Dates and Events	66 - 67
(xiv) Press Release	68 - 71
PART FOUR MEMBERS OF THE COORDINATING COMMITTEE, OBSERVERS AND INTERIM SECRETARIAT AND CONFERENCE STAFF	72 - 76

- 1 -

PART ONE
OPENING CEREMONY

The Eleventh Meeting of the Coordinating Committee of Southeast Asian Senior Officials on Transport and Communications was held in Kuala Lumpur on 28-29 March, 1972.

2. Member Governments attending the meeting were Indonesia, the Khmer Republic, Laos, Malaysia, Philippines, Singapore, Thailand and the Republic of Vietnam.

3. Observers from the United Nations Development Program, the Asian Development Bank and the Governments of Japan, United Kingdom and the United States of America attended the Meeting.

4. His Excellency the Hon'ble Tan Sri Sardon bin Haji Jubir, the Minister of Communications in the Government of Malaysia, delivered the Welcome Address. The full text of his Welcome Address is attached in Part Three of this Report.

5. Mr. N. Gandjar, the Chief Delegate of Indonesia and Cmdr. Aree Satayamana, the Chief Delegate of Thailand responded to the Welcome Address. The full text of their responses are attached in Part Three of this Report.

- 3 -

PART TWO

WORKING SESSIONS

I. PROCEDURAL ARRANGEMENTS

6. Three Working Sessions were held: two on 28 March and one on 29 March. In addition to the Delegates from Member Governments, Observers from the United Nations Development Programme, the Asian Development Bank and the Governments of Japan, United Kingdom and the United States of America attended all the sessions. A list of Delegates, Observers and Staff of the Interim Secretariat and the Conference Secretariat participating in the Eleventh Meeting of Coordcom is contained in Part Four of this Report.

(a) Election of Chairman and Vice-Chairman

7. At the First Working Session, Mr. Ramli bin Abdul Hamid, the Chief Delegate of Malaysia, was unanimously elected Chairman of the Eleventh Meeting. Cmdr. Aree Satayamana, the Chief Delegate of Thailand, was elected the Vice-Chairman.

(b) Adoption of Agenda and Business Arrangements

8. The Agenda and Business Arrangements set out in documents IS-11M-1 and IS-11M-2 respectively were adopted for the Eleventh Meeting and are attached in Part Three of this Report.

II. FEASIBILITY STUDIES

9. Members reported on actions taken or contemplated by their Governments on completed feasibility studies of the following subjects:-

- (i) Establishment of Free Trade Zone in the Port Areas of Marivelas and Lamac in the Philippines;
- (ii) Expansion of Ship Repairyard in Marivelas in the Philippines;
- (iii) Ferry Service between Sumatra (Indonesia) and West Malaysia;

- (iv) East Malaysia Port Facilities (i.e. at Kota Kinabalu and Sandakan);
- (v) Regional Flight Inspection Facilities (Indonesia, Malaysia, Philippines, Singapore and Thailand);
- (vi) Regional Aerotelecommunication Facilities (Brunei, Indonesia, Laos, Malaysia, Singapore and Thailand);
- (vii) Regional Search and Rescue Facilities (Indonesia, Malaysia, Singapore and Thailand);
- (viii) Marine Navigational Aids (Indonesia, and Thailand);
- (ix) Telecommunication System (Brunei and East Malaysia);
- (x) Marine Navigational Aids in Straits of Malacca (Indonesia, Malaysia and Singapore);
- (xi) Kuantan-Segamat Highway in West Malaysia;
- (xii) Telecommunication Network in Laos (and Thailand);
- (xiii) Integrated Regional Air Navigational Aids (Indonesia, Laos, Malaysia, Philippines, Singapore, Thailand and Republic of Vietnam);
- (xiv) Djakarta International Airport (Indonesia), and
- (xv) Vietnam/Regional Telecommunication.

10. Coordcom noted from the reports that the feasibility studies which it sponsored and for which it secured assistance, had proved useful to the Governments concerned in the further development of transport and communications.

11. With regard to the following on-going studies:-

- (i) Saigon International Airport (Republic of Vietnam);
- (ii) Automation of AEROTHAI Communications Centre (Thailand); and

- (iii) Sattahip-Danang Route 9 (Thailand, Republic of Vietnam and Laos);

members noted that final reports were due within a month on (i) and (ii) above. Work was underway on (iii).

12. With regard to the following projects endorsed by Coordcom for feasibility studies:-

- (i) Marine Navigational Aids in the Straits of Lombok and Makassar (Indonesia);
- (ii) Saigon-Phnom Penh Railway (Republic of Vietnam);
- (iii) Vientiane International Airport (Taxiways and Parking Apron); and
- (iv) Integrated Transport System for Greater Manila,

members noted that Mr. N. Gandjar had brought revised terms of reference for (i) above. The Secretariat would secure assistance to carry out the study on the basis of the revised terms of reference.

13. Mr. Hoang Ngoc Than, the Chief Delegate of the Republic of Vietnam, emphasised that the Saigon-Phnom Penh rail link was the only missing link in the great Asian railway network. He called for assistance to carry out an immediate study of the project.

14. Mr. Phak Savann, the Chief Delegate of Laos, reported that the the first and second phases of development of the Vientiane International Airport had been carried out and completed with assistance from the Government of Japan. He expressed the hope that the Government of Japan would once again provide the assistance for the implementation of the third phase of the development of the Vientiane International Airport.

15. Mr. Carlos Leano, a delegate from the Philippines, also reported that the Government of Japan was already assisting in the study of an integrated transport system for Greater Manila.

16. Coordcom noted proposals to study the feasibility of the following projects:-

- (i) Second causeway between Singapore Island and Johore in West Malaysia - submitted by the Government of Singapore;
- (ii) Acquisition by regional shipping interests of bulk and other specialised carriers for the region's exports - submitted by the Government of the Republic of Thailand;
- (iii) Can Tho Port - submitted by the Government of the Republic of Vietnam;
- (iv) Rach Gia - Ha Tien - Kompong Som Highway Link-up - submitted by the Government of the Republic of Vietnam;
- (v) Can Tho - Chau Doc - Tinh Bien - Phnom Penh Highway Link-up-submitted by the Government of the Republic of Vietnam; and
- (vi) Djakarta International Airport: Master Plan of New Jetport at Tangerang - submitted by the Government of Indonesia;
- (vii) Improvement of postal processing and distribution system - submitted by the Government of the Philippines;
- (viii) Utilization of concrete sleepers and long-welded rails for the Philippines National Railways - submitted by the Government of the Philippines;
- (ix) Detailed engineering design of RTS recommended Southeast Asian All-Purpose Ships; Log/Lumber Carriers and Liquid Bulk Parcel Tankers - submitted by the Government of the Philippines; and
- (x) Up-grading the marine navigational aids in the Philippines to international standards - submitted by the Government of the Philippines.

17. With regard to (i) above. Mr. Lian Hock Lian, the Chief Delegate of Singapore, pointed out that this was an old project now resubmitted to Coordcom because it was one of the projects identified by the regional transport survey. It was his view that existing facilities would not be able to cope with future traffic, particularly container traffic. He sought the assistance of Coordcom to endorse the project for study.

18. Mr. C.L. Robless, a delegate of Malaysia, pointed out that with improvement of customs checking facilities in Johore, the existing causeway would be able to cope with present and future traffic. In any case, the RTS recommendation is in respect of facilities during the period 1981-1990. It was, therefore, not a priority project in Malaysia's development plans. As such, it would be premature to conduct a feasibility study for a second causeway at this stage.

19. Coordcom supported projects (ii) to (x) above for feasibility study and directed the Secretariat to seek assistance to carry out the studies.

20. Coordcom also noted the regional projects identified in document IS-11M-4A, attached in Part Three of this Report, and supported that feasibility studies should be undertaken on them. Coordcom directed the Secretariat to seek assistance to carry out the studies.

III. CURRENT STATUS OF THE REPORT OF THE RTS

21. Coordcom noted the current status of the report of the RTS as outlined in document IS-11M-4 attached in Part Three of this Report.

22. Mr. M. Staab, an observer from the Asian Development Bank, reported that he had been with the printers who informed him that printed copies of Book I of the Report would be ready by mid-April.

IV. FOLLOW-UP ACTIONS ON RTS - WORK
PROGRAMMES, GOVERNMENT DECISIONS AND
ORGANISATION

23. Members agreed that it is now essential and urgent for a detailed work programme to be drawn up for the Coordcom and its Secretariat for approval at the forthcoming Ministerial Conference. It should enable guidelines for the operation of the Coordcom and the Secretariat to be evolved as well as the personnel requirements and budgetary implications on an expanded Secretariat to be assessed.

24. The work programme should be developed for a three year period and take into account the recommendations of the RTS itself as well as the views of Coordcom. It was agreed that the following should constitute the basic responsibilities of the Secretariat within which the detailed work programme could be developed:-

- (a) to follow-up on all regional projects and programmes, policies and institutional recommendations covered by the RTS and/or sponsored by the Coordcom;
- (b) to maintain on a continuing basis information on the status of 'umbrella' projects and to promote collective action in respect of planning, implementation and operation;
- (c) to work with member Governments and interested international development agencies in establishing and maintaining a central information system on developments in the transport and communications field in Southeast Asia such that the Coordcom and the Secretariat will be in a position to:-
 - (i) monitor the implementation of the RTS;
 - (ii) keep identifying priority projects for detailed study and implementation;

- (iii) process regional projects, programmes or any matter with regional implications which may have to be considered by the Coordcom;
- (iv) work with the Governments in preparing regional projects for foreign financing;
- (v) update from time to time the data assumptions and analytical base of the RTS.

25. Coordcom noted that the Interim Secretariat is arranging for advisory assistance from the Asian Development Bank and the U.S. Government in the preparation of the detailed draft work programme for consideration of member Governments. It is intended that this draft will be completed and transmitted to member Governments by mid-April, 1972.

25A. In this connection, Mr. Luthra from the ADB, invited attention to the meeting of Coordcom members with the Vice-President of ADB held in Manila on 27 October, 1971 (see record of meeting attached in Part Three).
..... The Vice-President had suggested that a blue print be prepared for the technical wing of the Coordcom Secretariat and, with such a blue print and with Coordcom seeking support from UNDP and other institutions, ADB could consider making its contribution of expertise for appropriate period. It was also noted that UNDP had made provision to support the Secretariat in UNDP's programme of regional activities. Mr. Rogers, an observer from the U.S. Government, indicated that the regional development office of USAID in Bangkok, had also made provisions to assist the technical wing of the Secretariat.

26. Coordcom agreed that the comments of individual members should be transmitted to each other as well as to the Secretariat to ensure that these comments are taken into account and that conflicting issues, if any, are resolved in the formulation of the work programme for decision at the Ministerial Conference. If necessary, it was suggested that it would be useful to hold a pre-meeting of officials just prior to the forthcoming Ministerial conference. It was agreed that in commenting upon the draft scope of work prepared by the Secretariat, members

should indicate whether they feel such a meeting should be held and, if so, when.

V. COORDCOM - ORGANISATION, SECRETARIAT,
WORK PROGRAMME AND BUDGET

27. Members recalled the agreement in principle reached at the last meeting in Manila that Coordcom and its Secretariat in Kuala Lumpur, should be continued and strengthened on the basis of suggestions in document IS-11M-5, attached in Part Three of this Report. After consultation with their Governments, they now confirmed their agreement. It was emphasised, however, that the Secretariat should be compact and efficient and respond to the needs of Coordcom as well as provide guidance to Coordcom.

28. Members also agreed to remit their share of the Secretariat's budget for the year 1 April 1972 to 31 March, 1973 on receipt of cable advise from the Secretary on the exact amount of contribution. The formula for contribution would be the same as that used in the previous years.

VI. CONFERENCE OF SOUTHEAST ASIAN MINISTERS
OF COMMUNICATION/TRANSPORTATION

29. Coordcom considered the proposal that a Conference of Southeast Asian Ministers of Communications and Transportation be held to permit Ministers to decide on the future role of Coordcom and its Secretariat and on follow-up action on feasibility studies and the RTS. It agreed unanimously that the Conference should be held.

30. As to the time and venue of the Ministerial Conference, Coordcom agreed that it should be held on 22-23 May, 1972 in Kuala Lumpur. Coordcom agreed that equipped with decisions taken at the Ministerial Conference with respect to implementation of the RTS,

Ministers and Coordcom Officials could and should act immediately to mobilize maximum external support for the implementation of the work programme. In Coordcom's view, the forthcoming Transportation Exposition in Washington (opening on 27 May, 1972) to which all Ministers of Communications and Transportation of Coordcom Member Governments have been invited, provides an ideal opportunity to appraise the U.S. Government, the World Bank, UNDP, U.S. Exim Bank, etc of the progress achieved in this regional effort and to elicit their fullest support in the implementation of the programmes involved. It was considered that a co-ordinated effort at both the political and technical levels is essential if the various issues involved in attracting necessary external support are to be adequately dealt with.

30A. Coordcom noted the schedule of its activities from about 10 April to 5 June, 1972 and agreed to fulfill it.

VII. DATE AND VENUE OF NEXT MEETING

31. As stated above, should the need arise, Coordcom could meet just a day or so before the Ministerial Conference to be held on 22-23 May, 1972. If such a meeting was held, then it might be held in Kuala Lumpur since the Ministerial Conference would be held in that place. The Secretary should keep members informed.

32. If the Coordcom meeting preceding the Ministerial Conference did not materialise, Coordcom agreed to meet once or twice more during the year for business. Coordcom requested the Thai Delegation to host the next meeting after its meeting in Washington. The Thai Delegation undertook to report this request to its Government.

33. On behalf of all Members and Observers, the Chief Delegate of the Philippines Delegation, Col. Kagawan, and the Chief Delegate of Laos, Mr. Phak Savann thanked the Government of Malaysia for its hospitality and facilities provided during the Meeting. The Chairman expressed his appreciation to all

Members, and Observers and Interim Secretariat and Conference Staff for helping him bring the Eleventh Meeting of Coordcom to a successful conclusion.

VIII. CONFIRMATION OF RECORD OF MEETING

34. Coordcom approved the Press Release on the Eleventh Meeting as shown in Part Three of this Report. It also approved this Report as a true record of the Eleventh Meeting of Coordcom.

29 March, 1972.

Kuala Lumpur.

PART THREE
TEXT OF WELCOME ADDRESS, MESSAGES,
STATEMENTS AND DOCUMENTS

(i) Welcome Address by the Minister of Communications,
Malaysia, H.E. Tan Sri Sardon bin Haji Jubir at
the Opening Ceremony

Mr. Chairman, distinguished Delegates and Observers,
ladies and Gentlemen,

May I extend to each and every one of you, distinguished delegates and observers, a very warm welcome to the city of Kuala Lumpur, which you have chosen to be the venue of the Eleventh Meeting of Coordcom, or the Co-ordinating Committee of Southeast Asian Senior Officials on Transport and Communications.

I note that the Co-ordinating Committee of Southeast Asian Senior Officials on Transport and Communications which was formed following a Conference of Transport Officials of Southeast Asian countries in Kuala Lumpur in September 1967, has met regularly for more than four years. The Co-ordinating Committee of Southeast Asian Senior Officials on Transport and Communications' terms of reference include communications affairs as well as transport. And I believe that the Co-ordinating Committee of Southeast Asian Senior Officials on Transport and Communications has achieved substantial benefit for its member governments and has established very close co-operation among senior transport and communication officials in Southeast Asia. Most of you have never failed to attend meetings of the Co-ordinating Committee of Southeast Asian Senior Officials on Transport and Communications and I am glad to hear that - an esprit de corp is always there amongst you whenever you get together.

In addition to the close cooperation among officials of governments in the region, the Co-ordinating Committee of Southeast Asian Senior Officials on Transport and Communications has also mobilised financial and technical resources from among member governments as well as external sources to carry out feasibility studies

of about twenty individual regional transport and communication projects and a comprehensive transport survey covering seven countries in the region. The feasibility studies and the regional transport survey have proved very useful to all countries in Southeast Asia.

I have been Minister of Transport, and now, Communications for more than 10 years, with a break of two years as Minister of Health. I must say to this distinguished committee of Senior Transport and Communications officials that I see the vital role of transport and communications in the development of our respective countries and of our region as a whole. In this connection, I regard the regional transport survey initiated by the Coordinating Committee of Southeast Asian Senior Officials on Transport and Communications as a giant mile-stone towards the progress of the entire region.

I suggest that the Coordinating Committee of Southeast Asian Senior Officials on Transport and Communications carry out the recommendations of the regional transport survey. A good beginning may be the regional projects identified by the survey.

As I see it, a great deal of work lies ahead for the Coordinating Committee of Southeast Asian Senior Officials on Transport and Communications.

May I suggest that the time may have come for my Ministerial counterparts in your governments to play a different role. Up to date, Transport or Communication Ministers in member countries of the Coordinating Committee of Southeast Asian Senior Officials on Transport and Communications have only attended Opening Ceremonies of meetings of the Coordinating Committee of Southeast Asian Senior Officials on Transport and Communications. I think that a great deal of benefits will emerge from a Conference of Southeast Asian Ministers of Transport or Communications. Such a Conference can concentrate on decisions to be taken on the follow up of the regional transport survey, and the future of the Coordinating Committee of Southeast Asian Senior Officials

on Transport and Communications and its Secretariat. Should you decide to hold the Conference, my Government is willing to consider hosting it in Kuala Lumpur.

My Government feels honoured by your acceptance of our facilities for this Eleventh Meeting of the Coordinating Committee of Southeast Asian Senior Officials on Transport and Communications. It appreciates the many nice remarks in your past meetings regarding the services rendered by the Interim Secretariat. My Government does its fair share of the tremendous task to make this region a better place to live for all.

In conclusion may I wish you all every success in your important deliberations and a very pleasant stay in Kuala Lumpur.

Thank you.

(ii) Response Address by Dr. N. Gandjar,
Chief Delegate from Indonesia.

The Chairman, Your Excellency the Minister of Communications,
Distinguished Delegates and Observers, Ladies and Gentlemen,

It is indeed a great pleasure for me to be in Kuala Lumpur again, to attend this eleventh meeting of the Coordcom, to meet our friends here in this beautiful city, our friends of the Coordcom members and Observers. On behalf of the Government of Indonesia and on behalf of the delegates here, may I express our sincere appreciation to the Government of Malaysia for the kind hospitality and excellent reception accorded to all of us.

Mr. Chairman, we just have heard H.E. The Minister of Transport's address, suggesting among others to act on recommendations by the Regional Transport Survey. Therefore we all agree that an efficient machinery should be created, to meet the requirements of actions to be undertaken. In this regard, may I suggest to approach this problem on a more realistic and practicle way. Let us formulate clearly the basic functions and responsibilities of the Secretariat of the Coordcom, the working procedures which are practical to be followed, to guarantee the speedy actions to be taken after RTS and other feasibility studies have been finalised.

I am convinced Mr. Chairman, that in this friendly atmosphere and cooperative spirit, it could be concluded in this meeting and hopefully during the coming Ministerial Conference all this could then be formalised.

Finally may I thank the Secretariat of the Coordcom for the most efficient work it has done so far and for the suggestions made

by Observer countries and the Asian Development Bank to make this meeting a successful one.

Thank you!

(iii) Response of Lt. Comdr. Aree Satayamanā
Temporary Chairman

Mr. Chairman, Your Excellency, Distinguished Delegates, Observers
Ladies and Gentlemen.

It is an honour for me to be invited to respond
to the Welcome Address by His Excellency Tan Sri Sardon Win Haji
Juhir, the Minister of Communications of Malaysia.

On behalf of all the Delegates attending the
Eleventh Meeting of COORDCOM and on my behalf, may I express our
sincere appreciation to the Government of Malaysia for graciously
offering to host the meeting for the second time.

I would also like, on behalf of all the Delegates,
to thank you, Your Excellency, for sparing the time to come to
inaugurate this meeting.

Since our last meeting, all of us have received and
been able to study the report of the Regional Transport Survey.
I am sure that you will agree that this monumental work provides
the blue-print for the improvement and expansion of the regions
transport facilities.

The economic effects of the region's dependence on
foreign flag shipping are far too well known to all of us, and
unless positive steps are taken to release ourselves from this
stranglehold, many of our plans for the expansion of our economy
will be frustrated from the outset.

As our main exports are agricultural and mineral
products, we should, by normal logic, be the world's leader
in the ownership and operation of bulk carriers; feeding our
bulk products to the world markets. But of all the regions of the
world, we are the most backward in this field.

The RTS points out this vital weakness and shows
the benefits to be obtained by the region operating their own
bulk and specialised carriers, and it is the intention of my
delegation to propose that a feasibility study should be made of

this subject.

In conclusion, may I express my delegation confidence that this meeting will prove to bring about a farther step forward in achieving our common aims. Allow me to say also how pleasant it is to be back in this lovely city of Kuala Lumpur and would like once again to thank the Government of Malaysia for their most generous hospitality.

Thank you.

CLOSING STATEMENT BY MR. VICTORINO A. BASCO,
CHIEF DELEGATE OF THE PHILIPPINES

Mr. Chairman:

On behalf of the distinguished delegates and observers to the 11th Meeting of the Coordinating Committee of Southeast Asian Senior Officials on Transport and Communications and on behalf of my Government, I wish to thank the Government of Malaysia for hosting this meeting and to our energetic Secretary of the Interim Secretariat and his staff for their efficient preparations of the conference. On this occasion, allow me to stress our continued support to the aims and objectives of the Coordcom and we are confident that significant and accelerated developments in the fields of transport and communications would be realized substantially through the efforts of this Committee. Indeed, much could be achieved through regional cooperation but the greater benefit that would arise out of this cooperative endeavour among the member countries is the promotion of friendship and understanding among nations -- the necessary ingredients in the preservation of world peace and prosperity amongst our peoples.

In conclusion, I reiterate my thanks to the Government of Malaysia for making our stay in this beautiful city a pleasurable and memorable one.

Thank you.

(v) Closing Statement by Mr. Phak Savann,
Chief Delegate of Laos

Mr. Chairman, Honourable Delegates and Observers,
Ladies and Gentlemen,

I would like on behalf of the delegates and on behalf of the delegation of Laos to thank the Philippines Delegation for their speech of thanks to the Malaysian Delegation and to express my personal thanks and my profound gratitude to the Government of Malaysia for having so well organised once again this meeting in Kuala Lumpur and for their kind hospitality accorded to all of us.

Mr. Chairman, my delegation congratulates you on the results of the frank discussion which have had since yesterday, always in the spirit of Asian solidarity and good cooperation. I am particularly happy to note that all the delegates here present, are in agreement for the continued and for the reinforcement of our Secretariat so as to carry out in future, the heavy task which are awaiting us.

In fact, we have just passed an important stage. There is now the recommendations of the Regional Transport Survey, thanks to the generous assistance of the Government of the United States, the UNDP and the ADB. It is now time to think of the realisation of the different projects recommended. We would like and we can once again friendly countries and international organisations to help us realise our projects for the general interest of the region.

I would like also to thank the Interim Secretariat for their hard work since the creation of our Committee up to the present. I regret very much that Mr. Phang Kon Hee will be leaving us soon to take up a new post and I wish him great success. I would also like to express my thanks to Miss. Patricia Haslam, our charming interpreter.

Thank you.

Closing Statement by Lt. Comdr. Aree Satayamana, Chief Delegate
of Thailand.

Distinguished Delegates,

We are now coming to the happy moment. I think all of us have been surprised at the speed we have conducted our business. This is due no doubt to the way in which our able Chairman, Mr. Ramli the head of the Malaysian Delegates, who is unable to be with us here today, conducted the meeting. On behalf of all the delegation I would like to express our thank to him.

I would also like to record my appreciation to the Secretary and his staff who have been working very hard to get the draft report ready for our consideration this morning.

My gratitude also goes to all distinguished delegates and observers for their excellent contribution and recommendations for this meeting.

Finally, I would like to wish you all a safe journey home. I now declare this meeting closed.

Thank you.

IS-11M-1

ELEVENTH MEETING OF THE CO-ORDINATING COMMITTEE OF
SOUTHEAST ASIAN SENIOR OFFICIALS ON TRANSPORT AND
COMMUNICATIONS

28-29 March, 1972
Kuala Lumpur

Venue: Treaty Room, Wisma Putra, Ministry of
Foreign Affairs, Kuala Lumpur

PROVISIONAL AGENDA

A. OPENING CEREMONY

Tuesday, 28 March, 1972

08.45 - 09.45

Arrival of Delegates and Observers, and
Officials of Government of Malaysia.

- (a) Welcome Address by H.E. Minister of
Communications, Government of
Malaysia.
- (b) Responses by Delegates.
- (c) Refreshments.
- (d) Departure of H.E. Minister of
Communications and Officials of
Government of Malaysia.

B. WORKING SESSIONS

10.00 - 12.30

I. Procedural Arrangements:-

- (a) Election of Chairman and Vice-Chairman,
- (b) Adoption of Provisional Agenda and
Business Arrangements.

II. Feasibility Studies of Regional Projects:-

- (a) Report on Completed and On-going Studies,
- (b) Current Status of Projects Endorsed
for Study,
- (c) Proposed Projects for Study.

- III. Current Status of the Report of the Southeast Asian Regional Transport Survey (RTS).

12.30 - 14.00

L U N C H

14.30 - 17.00

- IV. Follow-up Actions on RTS - Work Programme, Government Decisions and Organisation (Coordcom and Secretariat),
- V. Coordcom - Organisation, Secretariat, Work Programme, and Budget
- VI. Proposed Conference on Southeast Asian Ministers of Communications/Transportation.

Wednesday, 29 March, 1972

09.00 - 12.30

Continuation of Items IV, V and VI.

- VII. Other Matters

- VIII. Date and Venue of Next Meeting

12.30 - 14.00

L U N C H

14.30 - 17.00

- IX. Confirmation of Record of Meeting.

Interim Secretariat,
Coordcom,
Kuala Lumpur.

24th March, 1972.

ELEVENTH MEETING OF THE CO-ORDINATING COMMITTEE
OF SOUTHEAST ASIAN SENIOR OFFICIALS ON TRANSPORT
AND COMMUNICATIONS

28 - 29 March, 1972
Kuala Lumpur

Venue: Treaty Room, Wisma Putra, Ministry of
Foreign Affairs, Kuala Lumpur

NOTES ON PROVISIONAL AGENDA

A. OPENING CEREMONY

All Delegates and Observers are requested to leave their hotels, arrive at the Ministry of Foreign Affairs (Wisma Putra), and be seated in the Treaty Room before 09.00, Tuesday 28 March, 1972.

2. His Excellency, Tan Sri Sardon bin Jubir, Minister of Communications, Malaysia will arrive in the Treaty Room at 09.00. He will be taken to his seat by Mr. Ramli bin Abdul Hamid, Secretary-General, Ministry of Communications, Malaysia, who will act as Temporary Chairman, and by Mr. Phang Kon Hee, the Secretary of the Interim Secretariat.

3. The Temporary Chairman will call the Eleventh Meeting of the Co-ordinating Committee (Coordcom) to order. He will then call upon H.E. Tan Sri Sardon bin Jubir to deliver his Welcome Address. Responses will be made by two Members of Coordcom.

4. The Opening Ceremony will conclude with the introduction of Members of Coordcom to H.E. Tan Sri Sardon bin Jubir.

5. Refreshments follow.

B. WORKING SESSIONS

Item I. Procedural Arrangements

(a) Election of Chairman and Vice-Chairman

6. The Chairman and the Vice-Chairman of the Eleventh Meeting will be elected by Members of Coordcom. They will be advised by the Secretary in the proceedings of the Meeting.

(b) Adoption of Provisional Agenda and Business Arrangements

7. The Provisional Agenda of the Eleventh Meeting is circulated as Document IS-11M-1. The following Business Arrangements are suggested.

(i) Times of Meeting

Please note times on Provisional Agenda.

(ii) Language

English will be the Working Language of the Meeting.

(iii) Publicity

Except for the Opening Ceremony, all Working Sessions of the Meeting will be closed to the Press and the Public. With approval of Coordcom, a Press Release will be issued at the close of the Meeting.

(iv) Report of Meeting

The Interim Secretariat will prepare a Draft Report of the Eleventh Meeting for approval of Coordcom.

II. Feasibility Studies of Regional Projects

- (a) Report on Completed and On-going Studies,
- (b) Current Status of Projects Endorsed for Study,
- (c) Proposed Projects for Study.

8. This item provides an opportunity for Members to report on actions taken or contemplated by their Governments on completed and on-going studies of projects concerning their respective countries, to report on the current status of projects endorsed for study, and to propose further projects, for instance, those identified in the Regional Transport Survey, for endorsement by Coordcom for study and other appropriate actions.

9. It is expected that sources of assistance which helped to undertake feasibility studies endorsed by Coordcom to date, and which enabled the Regional Transport Survey to be produced, will continue to provide assistance through this regional framework represented by Coordcom.

10. The Interim Secretariat has prepared a Working Paper for reference on this item. See document IS-11M-3.

III. Current Status of the Report of the Southeast Asian Regional Transport Survey (RTS)

11. On this item, Members will recall the following in the record of the Tenth Meeting of Coordcom, held at the ADB in Manila last October:-

"20.....Mr. Luthra outlined the schedule for the production of the final report as follows:

- End October or November first week, Bank submits comments and suggestions to the Consultants;
- End December or earlier, Consultants submit manuscript of final report;
- End June or later, printed final report.

He emphasized, however, that it was difficult to be precise as to when the printed report would be available.

21. Coordcom expressed great concern that it would take such a long time to get printed copies of the RTS report available. It hoped that sufficient copies of the final report would be ready for use in the preparation of the proposed Meeting of Ministers of Transport and Communications, scheduled to be held in late May or early June, 1972. Coordcom urged the Bank to produce sufficient copies of the final report as soon as possible for use by Participating Governments as well as other Governments,

international organisations/forums and business enterprises involved in the development of Southeast Asia.

22. The Secretary of the Interim Secretariat offered to help find ways and means of expediting the publication of enough copies of the final report for use in development work in the region....."

- Report of Tenth Meeting, pages 8-9.

12. Mr. Luthra wrote to the Secretary of the Interim Secretariat in early February, 1972, reporting on the status of the final report on the RTS. The letter is reproduced as document IS-11M-4 for reference of Members. As indicated in the letter, the Bank has kindly dispatched mimeographed copies of the final report to all the Participating Governments.

13. The report is being printed in Singapore and printed copies of Book I are expected to be available in two weeks' time.

14. Mr. Luthra of the ADB may have further information to report to Coordcom at the Meeting.

IV. Follow-up Actions on RTS - Work Programme, Government Decisions and Organisation (Coordcom and Secretariat)

15. Members will recall that the future of Coordcom was discussed at the last Meeting in which it was -

"36.....agreed in principle that Coordcom, and its Secretariat in Kuala Lumpur, should be continued and strengthened on the basis of suggestions in the Working Paper IS-10M-5. Members agreed in principle to contribute

towards meeting part of the cost of the Secretariat... Coordcom urged that bilateral sources of assistance such as Japan, the United Kingdom, the United States of America and other donor countries, and multilateral sources of assistance such as the UNDP, ADB and the World Bank help implement specific projects and programmes it undertook or sponsored.

37. Coordcom thanked the Government of Malaysia for hosting the Interim Secretariat during the past four years. It accepted the Malaysian Government's offer to host the strengthened Secretariat of Coordcom.

38. Members agreed to report to their Governments the agreement in principle on the continuation and strengthening of Coordcom and its Secretariat, and the financing of the Secretariat and to transmit the decisions of their Governments to the Secretariat before the end of this year."

- Report of Tenth Meeting, pages 13-14.

16. Working Paper IS-10M-5, considered at the last Meeting and bearing the title "Managing the Southeast Asian Regional Transport Programme - Future Role of Coordcom" is reproduced as document IS-11M-5 for reference.

17. The Secretary is in the process of arranging for assistance to draw up a work programme on the RTS. The prospect of securing the services of two or three experts closely associated with the Survey to assist in the formulation of a draft work programme for consideration of Coordcom is very good. The work programme is expected to be ready by end of April.

18. Members may wish to make suggestions or comments on the next steps to be taken on the RTS.

V. Coordcom - Organisation, Secretariat, Work Programme, and Budget

19. The reference materials for this item are the same as for Item IV. As a matter of fact, the two items may be considered together. The proposed 1972 Budget of the Interim Secretariat, noted by Members at the last Meeting, is reproduced as document IS-11M-6 for reference.

20. Members may wish to bear the following points in mind with regard to the organisation, secretariat, and work programmes:

- (i) Coordcom has worked for more than four years - has the time come to draw up some form of agreement/charter, exchange of letters, etc to formalise its modus operandi?
- (ii) There is already agreement in principle that Coordcom's Secretariat should be permanent and strengthened, with defined functions and some full-time high calibre staff.
- (iii) The Government of Malaysia has agreed to provide host facilities for the Secretariat in Kuala Lumpur. The Secretary is informed that the Government of Malaysia will also make available a high calibre senior official to head the Secretariat on a full-time basis.
- (iv) The recommendations of the RIS constitute a massive agenda for actions for the governments of the region, for multilateral agencies, for aid-giving countries, and for the private sector in all of the countries, both within and outside the transport field. Coordcom should be the clear locus of responsibility for follow-up in an organised, systematic and integrated manner.
- (v) A work programme for Coordcom for three, five, etc years must be drawn up for implementation.

21. With regard to finance, Members agreed in principle at the last Meeting to contribute towards meeting part of the cost of the Secretariat. They took note of the proposed expenditures of the Interim Secretariat in 1972 totalling approximately US\$60,500 (before devaluation of the dollar). Members agreed to alert their Governments on contributions to pay for the proposed expenditures. Each Member Government of Coordcom would pay a pro rata share of the remainder of the proposed sum less a contribution by the Government of Laos.

22. Members will recall that at the Ninth Meeting held in Tokyo in February 1971, an Agreement to Finance the Interim Secretariat was signed. Contributions made by members were to be used to finance the budget of the Interim Secretariat for the calendar year 1971. However, because

contributions were deposited with the Interim Secretariat just before 31st March, 1971, the Secretary arranged with RED, Bangkok to extend its financing of the Secretariat from the end of December 1970 to 31st March, 1971. Contributions from Member Governments of Coordcom have been used to finance the expenditures of the Interim Secretariat from 1st April, 1971 to 31st March, 1972. An account of the contributions will be prepared at the close of the 12-month period.

23. As reported by the Secretary at the last Meeting, there will be considerable savings. Coordcom approved the carry forward of unspent contributions in 1971 to fund Secretariat activities in 1972 until the 1972 contributions were received.

24. Some Members have written to the Secretary to indicate the amount of contributions payable by their Governments for the coming fiscal year (1st April 1972 to 31st March 1973).

25. Because the 12-month period is not over yet, and also because of the transition in the present scope of activities of Coordcom and its Secretariat, Members may wish to advise their respective Governments to pay the same amounts as before. As a matter of fact, the Government of Malaysia has paid into the Interim Secretariat the same contribution for the coming fiscal year of the Secretariat as for the previous fiscal year.

VI. PROPOSED CONFERENCE OF SOUTHEAST ASIAN MINISTERS OF COMMUNICATIONS/TRANSPORTATION

26. Members will recall the following in the Report of the Tenth Meeting (pages 14 and 15) -

"42. Coordcom agreed in principle that in view of the factors outlined below, a meeting of Southeast Asian Ministers of Transport and Communications should be held in May/June, 1972:-

- (i) the Meeting of Officials which started this Coordcom regional effort was held in September 1967;
- (ii) Coordcom has met ten times for business during four years;
- (iii) feasibility studies on a number of projects have been implemented;
- (iv) Southeast Asian Regional Transport Survey was now also completed; and

- (v) decisions on the future of Coordcom and follow-up actions on the .RTS need to be taken soon.

43. Coordcom also agreed that the Secretariat should constitute an ad hoc planning group to prepare the agenda, papers and other matters for the proposed meeting."

27. Members will also recall the following in the Report of the Meeting -

"23. Coordcom considered that a good place and time to hold the proposed meeting of Ministers of Transportation and Communications would be Washington at the same time as the U.S. Government - sponsored Transportation Exposition. The U.S. Government has been a strong supporter of the Coordcom effort. However, it has not had the opportunity to host a meeting of Coordcom. Japan, and now the Asian Development Bank, have hosted a meeting each. Also, the Transportation Exposition would the give the Ministers concerned an opportunity to look at the latest developments in the field of transportation.

.....

25. The U.S. Government Observer informed Coordcom that conference facilities would be made available by the U.S. Government in Washington should its Member Governments decide to hold the Meeting of Ministers in Washington. Coordcom thanked the U.S. delegation for the offer" - Report of the Tenth Meeting, pages 9-10.

28. The Interim Secretariat is informed that the U.S. Government, through its embassies abroad, has invited a lot of people around the world to the Exposition, including some Ministers of Communications/Transportation in Southeast Asia.

29. Members should announce whether their Governments have decided to hold the Conference of Southeast Asian Ministers of Communications/Transportation in Washington. The Government of Malaysia has informed the Secretary that it supports that a Ministerial Conference should be held. The Government feels, however, that since the Conference would be a gathering of Southeast Asian Ministers for the purpose of co-operation in transport

and communications in Southeast Asia, the Conference should be held in Southeast Asia. It has offered to host the Conference in Kuala Lumpur.

30. The Government of Malaysia has requested Coordcom to regard the U.S. Government-sponsored Transportation Exposition in Washington and the proposed Conference of Southeast Asian Ministers of Communications/Transportation as two separate subjects.

Continuation of Items IV, V and VI

31. More time is provided, if necessary, to complete consideration of these items on the agenda.

VII. Other Matters

32. Should Members wish to bring up other matters for consideration at this Meeting, please notify the Secretary before lunch time, Tuesday 28 March, 1972.

VIII. Date and Venue of Next Meeting

33. Should Members decide to have the Ministerial Conference before the end of May, 1972, there may be merits in holding another meeting of the Coordcom in early May or just before the Ministerial Conference, so that at the Conference, Ministers will be well prepared to take decisions.

IX. Record of Meeting

34. A record of the Meeting and a Press Release on the Meeting will be prepared by the Interim Secretariat for approval by the Coordcom.

Interim Secretariat,
Coordcom.
26 March, 1972.

ELEVENTH MEETING OF THE CO-ORDINATING COMMITTEE OF
SOUTHEAST ASIAN SENIOR OFFICIALS ON TRANSPORT AND
COMMUNICATIONS

28 - 29 March, 1972
Kuala Lumpur

Venue: Treaty Room, Wisma Putra, Ministry of
Foreign Affairs, Kuala Lumpur

FEASIBILITY STUDIES OF REGIONAL PROJECTS

(Working Paper prepared by the Interim Secretariat)

I. Completed Studies

From information available to the Interim Secretariat, the following feasibility studies endorsed by Coordcom have been completed:-

- (i) Establishment of Free Trade Zone in the Port Areas of Mariveles and Lanao in the Philippines;
- (ii) Expansion of Ship Repairyard in Mariveles in the Philippines;
- (iii) Ferry Service between Sumatra (Indonesia) and West Malaysia;
- (iv) East Malaysia Port Facilities (i.e. at Kota Kinabalu and Sandakan);
- (v) Regional Flight Inspection Facilities (Indonesia, Malaysia, Philippines and Singapore);
- (vi) Regional Aerotelecommunication Facilities (Brunei, Indonesia, Laos, Malaysia, Singapore and Thailand);
- (vii) Regional Search and Rescue Facilities (Indonesia, Malaysia, Singapore and Thailand);
- (viii) Marine Navigation Aids (Indonesia and Thailand);
- (ix) Telecommunication System (Brunei and East Malaysia);
- (x) Marine Navigational Aids in Straits of Malacca (Indonesia, Malaysia and Singapore);
- (xi) Kuantan-Segamat Highway in West Malaysia;
- (xii.) Telecommunication Network in Laos (and Thailand);

(xiii) Integrated Regional Air Navigational Aids (Indonesia, Laos, Malaysia, Philippines, Singapore, Thailand and Republic of Vietnam); and

(xiv) Djakarta International Airport (Indonesia).

2. Members may wish to report on actions taken on the completed studies.

II. On-going Studies

3. Information available to the Interim Secretariat shows that the following studies are on-going:-

- (i) Saigon International Airport (Republic of Vietnam),
- (ii) Vietnam/Regional Telecommunications,
- (iii) Sattahip-Danang-Route 9 (Thailand, Republic of Vietnam and Laos); and
- (iv) Automation of AEROTHAI Communication Centre (Thailand).

4. Members may wish to report on the present status of the above studies.

III. Projects Endorsed for Study

5. Members will recall that the following projects have been endorsed by Coordcom for study:-

- (i) Marine Navigational Aids in the Straits of Lombok and Makassar (Indonesia);
- (ii) Saigon-Phnom Penh Railway (Republic of Vietnam);
- (iii) Vientiane International Airport (Taxiways and Parking Apron); and
- (iv) Integrated Transport System for Greater Manila.

III. Proposed Projects for Study

6. The Government of Singapore has requested that assistance be obtained by Coordcom to study the feasibility of a second causeway between Singapore Island and the Johore State of Malaysia. It has pointed out that this is a project identified in the Report of the RTS.

7. Members may wish to bring forward projects for feasibility studies for endorsement and assistance by Coordcom, particularly those identified by the RTS.

Interim Secretariat,
Coordcom,
Kuala Lumpur.
26 March, 1972.

ELEVENTH MEETING OF THE CO-ORDINATING
COMMITTEE OF SOUTHEAST ASIAN SENIOR
OFFICIALS ON TRANSPORT AND COMMUNICATIONS

28-29 March, 1972

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Venue: Treaty Room, Wisma Putra, Ministry
of Foreign Affairs, Kuala Lumpur

CURRENT STATUS OF THE REPORT OF THE SOUTHEAST
ASIAN REGIONAL TRANSPORT SURVEY
(RTS)

(Working Paper prepared by the Interim
Secretariat)

The attached letter from Mr. Luthra of the ADB
to the Secretary of the Interim Secretariat is reproduced to
show the status of the Report of the RTS.

2. A copy of the Press Release on the RTS issued by the
ADB in early February, 1972 is also reproduced for reference.

Interim Secretariat,
Coordcom,
Kuala Lumpur.

26th March, 1972.

C O P Y

ASIAN DEVELOPMENT BANK

Pro/TCT:435

7 February 1972

Dear Mr. Phang:

I have the pleasure to inform you that I am separately air-freighting to you a mimeographed copy of the Final Report on Regional Transport Survey of Southeast Asian countries. The package includes one copy each of Book I, that is the Summary Volume, Book II, Main Report, and Book III, the appendices. [Book II is in two parts and Book III also in two parts, altogether, therefore, there are five volumes including Book I]. I am sending to each participating Government five (5) mimeographed copies of Book I and three (3) copies each of Book II and Book III.

The Report is now being printed and printed copies of Book I are expected to be available about middle of April 1972 while those of Book II and Book III will be ready by about the end of June 1972. We shall let you have a printed copy of the Report as soon as it is available.

We are, at this stage, circulating mimeographed copies of Book I to the Board of Directors of the Asian Development Bank and are also, on this occasion, issuing a brief press release, a copy of which is enclosed for your information. I need hardly say that the Report will be published only after printed copies are available and till then, it is treated as a restricted document.

May I take this opportunity to thank you for the most excellent cooperation extended to us throughout the period of the conduct of the Survey.

With my best regards,

Sincerely yours,

Sgd:
R.L. LUTHRA
Deputy Director of Project

PRESS RELEASE

ASIAN DEVELOPMENT BANK

ADB Press Release No. 3/72
8 February 1972

REGIONAL TRANSPORT SURVEY OF SOUTHEAST ASIA

A "massive agenda" for the development of the transportation systems of Southeast Asia is contained in the Southeast Asian Regional Transport Survey undertaken by the Asian Development Bank. The final Report on the Survey has been received by the Bank and will be published in April.

Begun in 1969, the Survey covers seven nations -- Indonesia, Laos, Malaysia, the Philippines, Singapore, Thailand and the Republic of Viet-Nam. The Bank engaged Arthur D. Little, Inc., a U.S. consulting firm, which collaborated with five other firms to carry out the Survey.

The Bank also established a Steering Committee of internationally-recognized authorities in the transport and economic development fields to assist the Bank in the supervision and review of the Survey.

The Survey cost about US\$2.9 million of which a little over US\$1 million was contributed by the U.N.D.P., about US\$1 million by the U.S. Government, and the balance by the Bank from its own resources including technical assistance contributions of other member countries.

The objective of the Survey was to provide a basis for coordinated development of transportation in the Southeast Asian region. The survey studies the existing transportation

network of the region and its limitations and deficiencies and projects future transportation requirements on the basis of a detailed study of the region's potential economic growth to 1990. The Survey presents in-depth studies of the growth potential of important economic sectors such as agriculture, fishery, forestry, minerals and manufacturing. The Survey makes important and far-reaching recommendations covering transportation -- national and regional -- and other sectors of the region's economy.

The regional transport projects recommended in the Survey are mostly in the fields of sea and air transport. In the case of sea transport, the Survey recommends: (a) improvement of regional marine navigation aid systems, (b) the region's entry into a major world-wide container ship consortium, (c) a regional tanker fleet for carrying palm oil and other bulk cargoes, (d) a regional shipping fleet of log and lumber carriers, and (e) a regional fleet of dry bulk carriers for maize, ores, sugar and possibly rice cargoes in future.

In air transportation, the Survey examines in some depth, after duly taking into account the practical limitations, the scope for international cooperation in standardizing airline equipment and the resultant gains from the pooling of spares and training and maintenance facilities. The Report recommends a jointly-owned airline by the countries of the region as "a desirable long-term objective" and spells out the conditions under which such an objective could be realized.

Regional cooperation, according to the Report, has tangible advantages to offer in training and flight inspection services. The Report recommends the establishment of a

regional flight inspection service as a high priority project.

The Report emphasizes some important institutional and policy changes which must accompany the investment program recommended in the Report. The Survey has underlined the need for an effective regional organization to pursue implementation of regional projects.

The recommendations of the Survey present what is described as "a massive agenda for the Governments of the region, for multilateral agencies, for aid-giving countries and for the private sector in all the countries, both within and outside the transport field."

IS-11M-4A

ELEVENTH MEETING OF THE CO-ORDINATING COMMITTEE
OF SOUTHEAST ASIAN SENIOR OFFICIALS ON TRANSPORT
AND COMMUNICATIONS

28 - 29 March, 1972

Kuala Lumpur

Venue: Treaty Room, Wisma Putra, Ministry of
Foreign Affairs, Kuala Lumpur

REGIONAL PROJECTS IDENTIFIED IN THE RTS --
SOME PRELIMINARY IDEAS

(Working Paper prepared by the
Interim Secretariat)

.... The attached note reproduces preliminary ideas by
an expert closely associated with work on the RTS. It has
been made available to Secretary who is circulating to
Members in the hope of stimulating thinking.

Interim Secretariat,
Coordcom,
Kuala Lumpur.

27th March, 1972.

REGIONAL PROJECTS

The projects identified in the Regional Transport Survey are primarily concerned with internationally-oriented transport. Many of these projects may be viewed as regional either because their geographic location crosses the national borders of the RTS countries or because their efficient implementation requires joint action or planning which taken into account the role of the project in relation to all or some combination of the various national economies in the RTS region. Thus, what appears to be a purely national project from a geographic point of view may have important regional implications. The following summary of regional projects presented for discussion focuses exclusively on those projects which have a regional location. However, many of the projects treated under country titles are in fact regional in the important sense noted above.

Question for Consideration During the Discussions:

Of the regional projects identified which ones are of interest and are believed to warrant further study?

Regional Projects

1. Given the region's log and lumber export potential, the opportunity exists to jointly acquire and utilize specialised log and lumber carriers. The amount of cargo forecast by the RTS suggests that ships of over 1.5 million DWT, could be employed all year in the trade between Kalimantan, Sabah, West Malaysia, Singapore, the Philippines and the major markets in North East Asia, principally, Japan. Present movements of logs to Japan is almost exclusively in Japanese or Japanese chartered bottoms. A preliminary cost benefit analysis indicates that significant reductions in freight rates can be achieved by expanding the ship size from the currently common 6,000 DWT.

2. Parcel tankers also offer an opportunity for regional interests to enter more fully into the shipping of the region's export products. Considerable increases in regional exports of palm oil, coconut oil, molasses and latex are forecast. Special carriers designed to carry parcels of liquid bulk would contribute to foreign exchange and lower freight rates. Regional cooperation in the offering of shipping schedules would allow these tankers to carry full loads by stopping at several ports.

3. Since the export of bulk commodities including rice, maize, ores and sugar are forecast to grow considerably in the short-run, the acquisition and operation of bulk carriers also represent an opportunity for regional shipping interests.

4. In view of the expected importance of container ships in the region's trade, the opportunity exists for the region to participate in container shipping and to do so, by entering a major world-wide container ship consortium. As a minimum commitment in this case, the region would probably have to acquire a container ship. Doing so would provide the region with first-hand knowledge that would permit local shippers to negotiate more effectively with container consortia or conferences.

5. A multi-purpose ship for intra-regional trade which could also be used in the inter-island trade of Indonesia and the Philippines also presents a very fruitful area for regional cooperation.

6. Although every present major port has the physical characteristics and industrial potential to possess a ship building industry during the next 20 years, wasteful duplication can be avoided by regional cooperation. Significant economies of scale can be realized by building several vessels to one design. Such a ship type could be produced by an integrated regional shipping industry. Such an industry need not necessarily be geographically centralized although a detailed feasibility study might show this to be the best approach. For example, hulls might be built in Thailand and the Philippines and fitting out completed in Singapore or some other combination. A full feasibility study of regional cooperation in shipbuilding is recommended.

7. The Malacca-Singapore Straits area has an immediate need for an advanced electronic navaid system, the financing, maintenance and operation of which will require the cooperation of the abutting countries as well as other user groups.

8. In-depth studies and surveys are required in the Lombok-Makassar, Sunda Kavimata and Basilan straits and in the Bashi channel areas for the placement of visual aids and the eventual consideration of advanced electronic navaids. Cooperative programs involving the countries of the region and user groups will be required.

9. With the increased volume of shipping, a comprehensive study is required to determine the extent of possible oil pollution in the event of oil tanker collision or grounding in the RTS area. A regional plan should be formulated and the requirements developed to permit containment, control, and clean up of oil pollution in these areas.

10. To meet the data requirements of the shippers, shipping companies and governments, there is considerable scope for regional cooperation. For example, a Regional Shipping Research Unit could be established to collect and analyze data of regional interest concerning ship operating costs and requirements, international shipping consortia and regional trade flows. A Regional Chartering Exchange System with local exchanges in the Philippines, Singapore, Malaysia, Thailand and Indonesia, and a regional clearing house possibly in Singapore, could be established to exchange information on ships and cargoes to enable regional ships to participate more fully in the carriage of the region's cargoes.

11. The training of Thai and Malaysian naval cadets at existing Singapore facilities might be a good method for economizing on the regional resources since Singapore has an excellent school and teaching staff while Malaysia and Thailand have no facilities for training foreign-going officers.

12. The establishment of a jointly-owned regional airline providing extra-regional services from points within the region to points outside would confer substantial economic gains. Such gains would arise from higher load factors and the avoidance of excess capacity due to a more integrated planning of routes. Also, because the regional airline would be larger than any of the existing airlines, it would have greater sales impact abroad and could afford a wider marketing network. Because the demand is for direct connections, it is probable that the

scope of national airlines would have to be reduced to domestic operations rather than serve as feeder carriers.

13. Now that aircraft have much longer ranges and operate at higher altitudes, there exists a need and opportunity for air traffic control authorities in the various regional countries. The possibility of establishing a high-level air traffic control system based on technical needs and the smallest possible number of flight control centers compatible with adequate coverage and safety, needs to be explored. Such a system should help to reduce the recurrent annual costs of maintaining an adequate system.

14. Flight inspection service (FIS) which is concerned with testing the efficiency and accuracy of navigational aids and air-ground communications could be provided on a regional basis. A complete regional service could be provided using four small twin turboprop aircraft. A central location could be selected for the basis of this operation, which would include a calibration laboratory. The cost of the project could be shared between the participating countries in proportion to the use made of the service. The quickest way of establishing such service would be for the countries to collectively contract with some outside organization capable of providing the service with the provision that the RTS countries would take over the responsibility at the appropriate time.

15. The fish resources of the region are presently being very unevenly exploited. Territorial waters of countries with the best equipment in the region are generally overfished, whereas Indonesia's fish resources are in certain instances under-utilized and in others improperly utilized. Furthermore, foreign fishing fleets are tapping the resources of the

region without providing long-run benefits to the region in exchange for exhausting the resources. The establishment of a regional fisheries development fund is recommended. Its ultimate objective would be to provide loans to local fishing cooperatives in the region, but it would also administer fishing licenses and franchises, require licensed foreign fishermen to provide jobs and training to local fishermen and provide technical assistance.

16. Another regional venture in the fishing industry is possible in the shrimp and tuna industries. Both require large-scale operations in order to be profitable and would more likely be feasible if at least two countries cooperated in creating fishing fleets and in building storage and handling facilities. A joint tuna fishing operation between Indonesia and the Philippines is recommended consisting of ten vessels and a shore base with cold storage facilities. Investment of at least US\$5 million plus infrastructure within the shore base country would be required.

17. Rubber and palm oil are grown on large plantations in the region, primarily in Indonesia and Malaysia. The opportunity exists to develop joint ventures for storing, shipping and marketing palm oil and rubber from Malaysia and Indonesia including centralized storage facilities in Europe.

18. In view of the region's rapid rise toward rice self-sufficiency and its near term prospects for becoming a significant world supplier of feed grains, the opportunity exists to enter into joint country programs such as joint applied research efforts to work on common agricultural production problems for major crops, as well as on improving

the quality of livestock and developing improved feeding methods for meat production.

19. A Southeast Asian Design Council and a Design Institute to ensure that regional industrial standards in design, material specifications, and training meet international standards are effective means for developing export markets for manufactured goods.

20. A tourism marketing board for Southeast Asia would benefit all of the countries concerned. The use of joint funds for advertising in the most promising markets and coordination of effort with tour producers is likely to have a more significant impact per unit of expenditure than individual country efforts.

IS-11M-5

ELEVENTH MEETING OF THE CO-ORDINATING COMMITTEE
OF SOUTHEAST ASIAN SENIOR OFFICIALS ON TRANSPORT
AND COMMUNICATIONS

28-29 March, 1972

Kuala Lumpur

Venue: Treaty Room, Wisma Putra, Ministry of
Foreign Affairs, Kuala Lumpur

MANAGING THE SOUTHEAST ASIAN REGIONAL TRANSPORT
PROGRAMME - FUTURE ROLE OF COORDCOM

(Working Paper prepared by the Interim
Secretariat - this paper was considered
at the last meeting)

The Regional Transport Survey (RTS) of the Southeast Asian Countries has recommended a sizeable programme for planning and development for transportation on a regional basis apart from a large number of national projects and programmes for each countries. As commented upon by the Asian Development Bank's Steering Committee, some further work will need to be done to clearly delineate programmes - both regional and national - indicating priority and time-phasing of projects which go into these programmes. However, the Participating Governments could usefully consider at this stage the follow-up actions needed on their part towards implementing the programmes. In this connection, it is particularly important to give advance consideration to the manner in which follow-up actions on regional programmes could be organised by the countries.

2. In so far as implementation of regional programmes is concerned, the need for an Intergovernmental Body on which all the RTS Member Governments are represented is evident and

could not be over-emphasised. The Coordcom and its Secretariat have hitherto constituted such an Inter-governmental Organisation. The RTS Draft Final Report recommends that the Coordcom be continued with an extended mandate and that its Secretariat should be strengthened if the Coordcom is to actively function as an Intergovernmental Body for follow-up actions on regional transport development programmes.

3. Broadly speaking, the functions to be performed by the Coordcom (and its Secretariat) are two fold:

(a) Executive or Administrative functions, involving bringing together all the countries concerned to promote collective thinking, collective initiative and follow-up actions in respect of planning, implementation and operation of regional projects and programmes;

(b) Planning functions, involving professional and technical work of preparing regional projects and programmes, presenting well-prepared programmes for consideration of Participating Governments, and sponsoring these programmes for assistance from international or bilateral financial institutions.

4. Obviously, the success of regional programmes will depend, in the ultimate analysis, on the mandate given to the Coordcom by the Member Governments. Coordcom, despite its completely informal status, has hitherto functioned reasonably successfully. The principal tasks of the Coordcom hitherto have been to organise studies and to promote collective thinking on matters of regional interest. As regards future follow-up action on implementation, Coordcom will need to assist in collective decision-making by the Member Governments on

regional programmes and projects - their implementation and even in most cases, their operation. The responsibility for such joint decisions would of course be that of Ministries of Transport and Communications and, in fact, of the Governments of the Member Countries. It might be necessary, occasionally, to have collective meetings at the ministerial level.

5. Five of the seven Participating Governments in Coordcom are also members of ASEAN. In matters relating to regional transportation, Coordcom could also be the common forum for ASEAN, too.

6. As regard the Secretariat of Coordcom, its future strength has to be considered in relation to the two functions mentioned in para 3 above. The Coordcom Secretariat has already been performing the executive or administrative function although such function in future would necessarily make a heavier claim on the capacity of the Secretariat. As regards planning and professional tasks to be undertaken or organised in future, the Secretariat is not at all equipped at the present. The importance of this function can hardly be over-emphasized. In the processing of any regional project or programme, or any matter with regional implications, the Secretariat will clearly need to prepare proper cases, supported duely by facts and analysis, which could be considered collectively by the Coordcom and by the respective Governments. After the collective decisions of the Governments are available to proceed with implementation of regional programmes and projects, the Coordcom Secretariat would need to prepare cases for presentation to financial institutions. For projects and programmes for which the detailed feasibility studies should be

available, preparation of such cases for consideration by financial institutions might not present problems. However, in other cases, the Coordcom Secretariat would need to organise original data. For effective discharge of its professional and technical function, the Secretariat would need to maintain basic data for each country and for the region as a whole.

7. The Coordcom Secretariat clearly would need to be strengthened to include appropriate professional staff to provide the nucleus professional organisation on regional level. The Secretariat, in turn, could help develop professional staff for each national Government. For this purpose, the Secretariat could, apart from direct technical help and training, sponsor training in institutions such as the Asian Economic Development Institute and other international and national institutions including universities. While initially the Secretariat would need to depend upon consultants from consulting firms, both from inside and outside the region, for detailed feasibility studies, gradually expertise could be developed within Government organisations for undertaking such studies.

8. The Coordcom Secretariat would function under the overall direction of the Coordcom. However, it would be of great help if there is an appropriate technical or professional advisory group to advise the Secretariat in organising the research and studies and undertaking such other tasks.

9. As regards financing of the Secretariat, the Member Governments have already contributed towards maintaining the minimum necessary strength of the Secretariat essentially to perform the administrative function which is so basic for

follow-up action on regional programmes. The Member Governments obviously would need financial support from outside agencies including international organisations such as UNDP, IBRD, ADB and bilateral agencies such as USAID and other bilateral sources to finance the expenses involved in discharge of its planning or professional function. Such assistance from outside will be absolutely necessary at least for the first few years of financing of the Secretariat. Such assistance could be given either as sub-ventions to the Secretariat or in financing of specific feasibility and other studies for projects and programmes which needed ultimately to be financed by international institutions.

10. The international and bilateral institutions could, if necessary, apart from giving financial support to discharge the functions of the Secretariat, could render useful technical and professional advice through the advisory committee mentioned in para 8 above.

11. To sum up, the proposal for consideration is that Coordcom should continue and in so far as regional transport development function is concerned should also be able to service ASEAN and the Ministerial Conference for the Economic Development of Southeast Asia. The Coordcom Secretariat should be strengthened to be able to perform both executive (administrative) function and professional or planning function. For purposes of the latter, the Coordcom should be assisted through constituting an appropriate technical advisory committee. As regards financing of the Coordcom Secretariat, apart from the contributions being already made by the Member Governments, financial assistance be sought from multilateral and bilateral

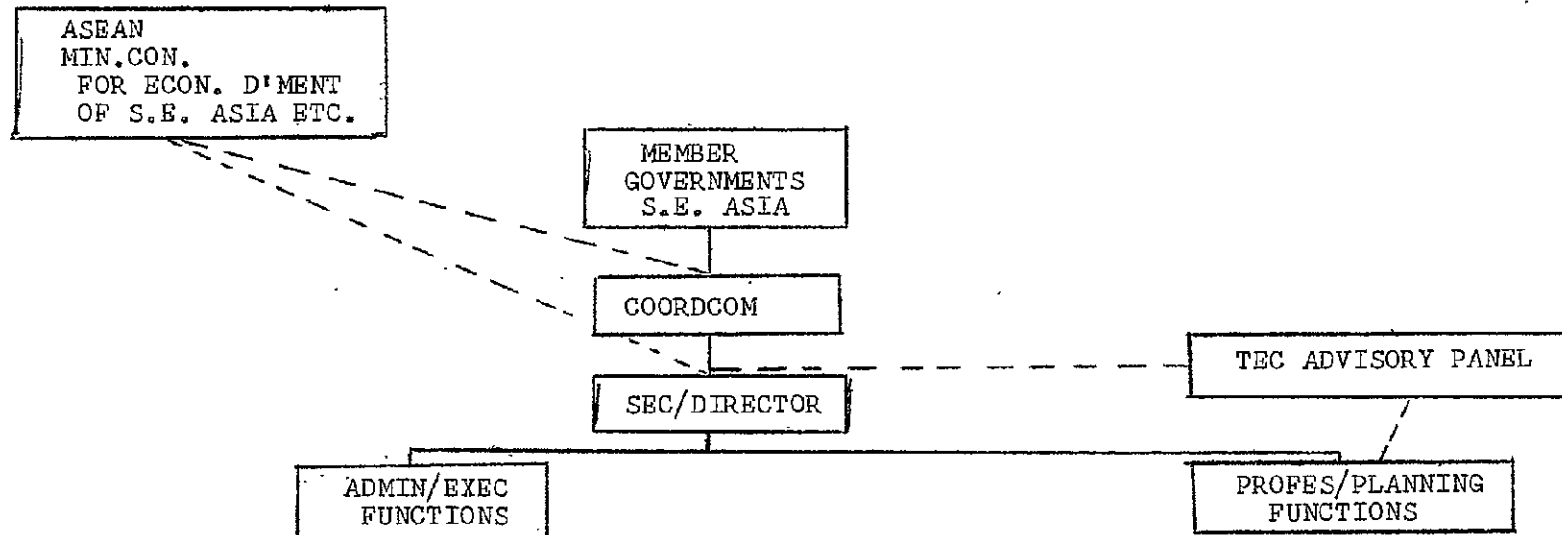
sources (a) for sub-ventions to the Secretariat and (b) for assistance for specific studies to be undertaken by the Secretariat.

12. The attached chart sums up the proposed organisations of the future Coordcom and its Secretariat.

13. This paper is submitted for advance consideration by the respective Governments. Final decision may be taken at the proposed meeting of transport and communication ministers of the region in May/June 1972.

Interim Secretariat,
Coordcom,
Kuala Lumpur.
26th March, 1972.

ORGANISATION TO FOLLOW UP RTS



ELEVENTH MEETING OF THE CO-ORDINATING COMMITTEE
OF SOUTHEAST ASIAN SENIOR OFFICIALS ON TRANSPORT
AND COMMUNICATIONS

28-29 March, 1972

Kuala Lumpur

Venue: Treaty Room, Wisma Putra, Ministry of
Foreign Affairs, Kuala Lumpur

PROPOSED 1972 BUDGET OF THE INTERIM SECRETARIAT

(Working Paper prepared by the Interim
Secretariat -- this paper was considered
at the last meeting)

This paper was considered at the last Meeting of
Coordcom at the ADB in Manila in October, 1971. It is
reproduced for reference of Members at this meeting.

Interim Secretariat,
Coordcom,
Kuala Lumpur.

26th March, 1972.

PROPOSED BUDGET OF INTERIM SECRETARIAT
TO THE CO-ORDINATING COMMITTEE OF SOUTHEAST
ASIAN SENIOR OFFICIALS ON TRANSPORT AND
COMMUNICATIONS

FOR THE YEAR 1 APRIL 1972 - 31 MARCH
1973

(Approximately M\$2.90=US\$1.00 - pre-
devaluation)

I.	<u>PERSONAL EMOLUMENTS</u>	<u>M\$</u>	<u>M\$</u>
(a)	Secretary - \$3,000 p.m.	36,000	
(b)	Assistant Secretary - \$1,500 p.m.	18,000	
(c)	2 Stenographers - \$500 p.m. each	12,000	
(d)	Office Assistant/Messenger \$200 p.m.	<u>2,400</u>	68,400
II.	<u>OFFICE ACCOMMODATION AND ADMINISTRATIVE EXPENSES</u>		
(a)	Office Space Rental	14,400	
(b)	Office Furniture and Equipment	10,000	
(c)	Office Supplies and Stationery	10,000	
(d)	Telephone, Telegrams and Postage	12,000	
(e)	Lighting and Power	1,200	
(f)	Local Transport and Travelling	3,600	
(g)	Other Administrative Expenses	<u>5,000</u>	56,200
III.	<u>SERVICING CO-ORDINATING COMMITTEE MEETINGS DURING THE YEAR (TWO NOMINALLY)</u>		
(a)	Air (Economy)	8,000	
(b)	Per Diem	7,000	
(c)	Meeting Expenses	<u>6,000</u>	21,000

c/f 145,600

IV. SECRETARY REPRESENTATION FUND

(Representing Co-ordinating Committee
at Meetings, Discussions, etc.)

(a) Air Fare (Economy)	7,000	
(b) Per Diem	3,500	
(c) Representation	<u>4,500</u>	15,000

V. CONTINGENCIES

15,000

M\$ 175,600

Approximately US\$60,550
(pre-devaluation)

Interim Secretariat,
Coordcom,
Kuala Lumpur.
26th March, 1972.

COORDCOM MET VICE PRESIDENT
A.D.B. ON
27TH OCTOBER, 1971

The leaders of delegations of the participating Governments attending the Coordinating Committee (or briefly described as Coordcom) meeting in Manila called on the Vice President on Wednesday, the 27th October at 3.00 p.m. This brief note summarizes the main points which came up during the discussions with the Vice President.

2. On behalf of the Coordcom, it was stated that the Committee had considered institutional arrangements for follow-up action on the Regional Transport Survey, and had come to a unanimous decision that its Interim Secretariat should assume a permanent status and should be strengthened by including a few professional experts to assist in the processing of regional projects recommended in the Survey. The countries participating in the Coordcom would continue to contribute towards the cost of maintaining the Secretariat. However, the Coordcom would like to seek assistance from bilateral and multilateral sources: (a) to finance the proposed technical wing of the Secretariat and (b) to undertake studies of specific projects and programs. The Committee would be grateful if ADB could agree to provide experts for its technical wing apart from its assistance for specific feasibility studies emerging from the RTS.

3. Responding to the Coordcom members, the Vice President said that the President had asked him to convey his regrets to the Coordcom members that he could not meet them personally because he had to visit Tokyo in connection with the Bank's bond issue. The Vice President added that anticipating some of these questions being raised by the Coordcom, he had had a discussion with the President and his response would be broadly on the lines indicated by the President.

4. The Vice President then made the following points:

- (a) ADB was quite conscious of the fact that the Coordcom, being composed of autonomous governments, would naturally like to retain

its full autonomous status and, therefore, it was but right that the Coordcom was not asking for any budget support for its administrative wing - from any outside agencies. For ADB also, it would not have been possible to give a budget support as such support would not be in keeping with the Bank's policy.

- (b) The total scope of the follow-up work arising from RTS was, indeed, very large and it would not be within the resources of ADB on any scale that could be projected to be the sole financier of the projects resulting from the Survey. It was important, therefore, that effort be made by Coordcom and governments on an international scale to obtain resources for the follow-up action on the projects recommended by the Survey. The Bank had visualized this from the beginning and, therefore, had set up the example by drawing assistance from UNDP, USAID and other bilateral sources for financing of the Survey itself. The involvement of aid-giving agencies - bilateral and multilateral - from the beginning would make it easier to sustain the interest of such agencies in follow-up investment programmes.
- (c) It would be necessary for the Coordcom to prepare a complete blueprint for the technical wing of its Secretariat. Within such a blueprint and with Coordcom seeking support from UNDP and other institutions, ADB could consider making its contribution of expertise for appropriate periods within its very modest resources.

(d) ADB, consistent with its resources, would be interested to take up feasibility studies of regional projects mutually identified by the countries concerned and the Bank, such as appeared prima facie promising for ADB financing investments later; and he envisaged Coordcom would assist in furthering this possibility.

(e) The Bank could also, if required use its good offices and assist the countries and the Coordcom in seeking UNDP's assistance for financing Coordcom's technical wing and feasibility studies; the resources available with UNDP for this purpose were much larger than ADB's resources.

5. The Vice-President suggested that the Governments of the countries acting individually and collectively through Coordcom should not be able to go in greater depth into certain specific aspects of RTS. It might be desirable to consider this through small specialized groups and, if so desired by the countries, the Bank would be glad to assist by deputing Bank staff to participate in such groups. Welcoming the suggestion of the Vice President, the Secretary of the Coordcom said that he would work out the details in consultation with the members of the Coordcom and let the Bank know.

6. At the request of the Vice President, members of the Coordcom mentioned some of the regional projects of interest and invited attention particularly to the project for organising a ferry service between Sumatra and West Malaysia for which a feasibility study had been completed. In connection with the processing of regional projects, the Vice President stressed the need for specific recommendations on suitable institutional arrangements to facilitate lending by international institutions like ADB. This was fully appreciated by the Coordcom members.

7. In conclusion, the Coordcom members expressed their heartiest thanks to the Management of the Bank for what they described as a positive and encouraging response to their request.

29th March, 1972.

COORDCOM'S SCHEDULES OF DATES AND
EVENTS

(a) Preparation of Work Programme

- | | |
|----------------|--|
| 10 April, 1972 | - Work Programme completed with assistance of ADB and USAID and copies despatched to members of Coordcom for comments. |
| End April | - Comments etc. from Coordcom members to Secretariat and each other. |

(b) Ministerial Conference

- | | |
|----------------|--|
| 10 April, 1972 | - Official invitation despatched by Government of Malaysia together with agenda. |
| 3 May, 1972 | - Papers on conference despatched to members. |
| 21 May, 1972 | - Arrival of Ministers, Coordcom Members, observers etc. to Kuala Lumpur. |
| 22 May, 1972 | - Official Opening of Ministerial Conference. |
| 23 May, 1972 | - Closing of Conference. |
| 24 May, 1972 | - Ministers and Coordcom members leave for Washington. |

(c) Washington

- | | |
|--------------|--|
| 25 May, 1972 | - Ministers and Coordcom Members arrive in Washington. |
| 26 May, 1972 | - Reception by Transpo' 72. |

- 27/28 May, 1972 - Tour of Transpo 72 by
Ministers and Coordcom members.
- 29 May, 1972 - Ministers meet with USA High
Officials, World Bank, UNDP,
etc.
- 30/31 May, 1972 - Coordcom Meeting in Washington

Interim Secretariat,
Coordcom,
Kuala Lumpur.

29 March, 1972.

PRESS RELEASE

The Eleventh Meeting of the Co-ordinating Committee of Southeast Asian Senior Officials on Transport and Communications (for short, called Coordcom) was held in the Treaty Room, Ministry of Foreign Affairs, Kuala Lumpur, on 28-29 March, 1972.

2. The Meeting was attended by altogether thirty representatives of the Governments of Indonesia, Khmer Republic, Laos, Malaysia, Philippines, Singapore, Thailand and the Republic of Vietnam.

3. The respective leaders of the Member Delegations of the Meeting were: Mr. N. Gandjar, Chief, Foreign Cooperation Division, Bureau of Planning and Development, Ministry of Transport, Communications and Tourism, Djakarta, Indonesia; Mr. Var Kim Hong, Charge D'Affairs, Embassy of the Khmer Republic Kuala Lumpur; Mr. Phak Savann, Director-General, Ministry of Public Works and Transportation, Vientiane, Laos; Mr. Ramli bin Abdul Hamid, Secretary-General, Ministry of Communications, Kuala Lumpur, Malaysia; Comdr. Victorino Basco, Director of Transport and Communications, Presidential Economic Staff, Office of the President, Manila, Philippines; Mr. Lian Hock Lian, Acting Deputy Secretary, Ministry of Communications, Singapore; Lt. Comdr. Aree Satayamana, Deputy Under-Secretary of State, Ministry of Communications, Bangkok, Thailand; Mr. Hoang Ngoc Than, Secretary-General, Ministry of Communications and Post, Saigon, Republic of Vietnam.

4. A total of eight Observers from the United Nations Development Programme, Asian Development Bank, and the Governments of Japan, United Kingdom and the United States of America also attended the Meeting.

5. Mr. Ramli bin Abdul Hamid, Leader of the Malaysian Delegation, and Lt. Comdr. Aree Satayamana, Leader of the Thai Delegation, were unanimously elected Chairman and Vice-Chairman of the Meeting respectively.

6. At its 2-day Meeting, Coordcom reviewed and noted the current status of the following 22 regional transport and communication projects in Southeast Asia, which it had sponsored for feasibility studies supported by about US\$2 million worth of technical and financial assistance:-

- (i) Establishment of Free Trade Zone in the Port Areas of Marivelas and Lamao in the Philippines;
- (ii) Expansion of Ship Repairyard in Marivelas in the Philippines;
- (iii) Ferry Service between Sumatra (Indonesia) and West Malaysia;
- (iv) East Malaysia Port Facilities (i.e. at Kota Kinabalu and Sandakan);
- (v) Regional Flight Inspection Facilities (Indonesia, Malaysia, Philippines, Singapore and Thailand);
- (vi) Regional Aerotelecommunication Facilities (Brunei, Indonesia, Laos, Malaysia, Singapore and Thailand);
- (vii) Regional Search and Rescue Facilities (Indonesia, Malaysia, Singapore and Thailand);
- (viii) Marine Navigational Aids (Indonesia and Thailand);
- (ix) Telecommunication System (Brunei and East Malaysia);
- (x) Marine Navigational Aids in Straits of Malacca (Indonesia, Malaysia and Singapore);
- (xi) Kuantan-Segamat Highway in West Malaysia;
- (xii) Telecommunication Network in Laos (and Thailand);

- (xiii) Integrated Regional Air Navigational Aids (Indonesia, Laos, Malaysia, Philippines, Singapore, Thailand and Republic of Vietnam);
- (xiv) Djakarta International Airport (Indonesia);
- (xv) Saigon International Airport (Republic of Vietnam);
- (xvi) Vietnam/Regional Telecommunications;
- (xvii) Sattahip-Danang-Route 9 (Thailand, Republic of Vietnam and Laos);
- (xviii) Automation of AEROTHAI Communication Centre (Thailand);
- (xix) Marine Navigational Aids in the Straits of Lombok and Makassar (Indonesia);
- (xx) Saigon-Phnom Penh Railway (Republic of Vietnam);
- (xxi) Vientiane International Airport (Taxiways and Parking Apron); and
- (xxii) Integrated Transport System for Greater Manila.

7. Coordcom noted that countries concerned have found the results of feasibility studies useful in decision-making. Some countries have incorporated recommendations of studies affecting them in their general development plans, others have used them as the basis for allocating national budget funds or securing external financial assistance for their implementation. Recommendations of studies of projects involving more than one country have formed the basis of co-operation among the countries concerned for improvement of transport and communication links among them.

8. Coordcom appeal to multilateral and bilateral sources of technical and financial assistance for support in the implementation of projects found feasible and viable.

9. Coordcom considered follow-up actions on the recommendations on projects, policies and organisational back-up made by the Regional Transport Survey, for whose implementation during the past two years it secured about US\$3 million worth of assistance from the United Nations Development Programme, Asian Development Bank and the United States government.

10. Coordcom noted a number of regional projects identified by the Regional Transport Survey. It appeals to those who have kindly supported the undertaking of the survey to be among the first to assist Coordcom implement the recommendations.

11. The Meeting agreed that Coordcom and its Secretariat should be the focus for follow-up actions on the Regional Transport Survey. It also agreed that the Secretariat be located in Kuala Lumpur.

12. Coordcom further agreed to recommend that a Conference of Southeast Asian Ministers of Communications and Transport should be held in the second half of May in Kuala Lumpur to permit decisions taken by Ministers on follow-up actions on the Regional Transport Survey and the future role of the Coordcom and its Secretariat.

13. Members and Observers at the meeting thanked the Government of Malaysia for hosting the Eleventh Meeting of Coordcom.

Kuala Lumpur.

29 March, 1972.

PART FOUR

MEMBERS OF THE CO-ORDINATING COMMITTEE,
OBSERVERS AND INTERIM SECRETARIAT, AND
CONFERENCE STAFF

ELEVENTH MEETING OF THE CO-ORDINATING COMMITTEE OF
SOUTHEAST ASIAN SENIOR OFFICIALS ON TRANSPORT
AND COMMUNICATIONS

28-29 March, 1972
Kuala Lumpur

Venue: Treaty Room, Wisma Putra, Ministry of
Foreign Affairs, Kuala Lumpur

I. LIST OF DELEGATES

<u>Name of Country</u>	<u>Delegates</u>
Indonesia	Mr. N. Gandjar, Chief, Foreign Cooperation Division, Bureau of Planning and Development, Department of Communications. Mr. Saleh, Maritime Attache, Indonesian Embassy, Kuala Lumpur.
Khmer Republic	Mr. Var Kin Hong, Charge D'Affairs, Embassy of the Khmer Republic, Kuala Lumpur.
Laos	Mr. Phak Savann, Director-General, Ministry of Public Works and Transportation, Vientiane. Mr. Say Kham, Director of Highways, Ministry of Public Works and Transportation, Vientiane.
Malaysia	Mr. Ramli bin Abdul Hamid, Secretary-General, Ministry of Communications, Kuala Lumpur. Mr. C.L. Robless, Deputy Director-General, Economic Planning Unit, Prime Minister's Department, Kuala Lumpur. Mr. Ahmad Kamil bin Ja'far, Secretary-General, ASEAN National Secretariat, Ministry of Foreign Affairs, Kuala Lumpur. Mr. Azmil bin Daud, Chief Research Officer, Ministry of Communications, Kuala Lumpur.

Name of Country

Delegates

Malaysia

Mr. Bashah bin Nordin,
Senior Research Officer,
Ministry of Communications,
Kuala Lumpur.

Mr. Mohd. Shah bin Abdullah,
Planning Officer,
Ministry of Communications,
Kuala Lumpur.

Mr. Mohd. Esa bin Shariff,
Planning Officer,
Ministry of Communications,
Kuala Lumpur.

Mr. Hashim bin Haji Salleh,
Assistant Secretary,
Ministry of Communications,
Kuala Lumpur.

Mr. Adnam bin Shamsuddin,
Planning Officer,
Ministry of Communications,
Kuala Lumpur.

Mr. R.M. Coombs,
Senior Operations Officer,
Civil Aviation Division,
Ministry of Communications,
Kuala Lumpur.

Mr. Mah Sek Wah,
Director of Traffic External
Services,
Telecommunications Department,
Ministry of Communications,
Kuala Lumpur.

Mr. Mohd. bin Darus,
Assistant Controller, Traffic
External Services,
Telecommunications Dept.,
Ministry of Communications,
Kuala Lumpur.

Philippines

Mr. Victorino Basco,
Director of Transportation and
Communications, Presidential
Economic Staff, Office of the
President,
Manila.

Mr. Arthur Alvendia,
Assistant Director Transportation
and Communications,
Presidential Economic Staff,
Office of the President,
Manila.

Col. Alfredo Kagawan,
Consultant, Presidential
Economic Staff, Office of the
President,
Manila.

<u>Name of Country</u>	<u>Delegates</u>
	Mr. Carlos Leano, Executive Director, Infrastructure Operations Centre, Manila.
	Mrs. Grace Oblena, Freight Study Unit, Department of Commerce and Industry, Manila.
Singapore	Mr. Lian Hock Lian, Acting Deputy Secretary, Ministry of Communications, Singapore.
	Mr. Mushahid Ali, First Secretary, Singapore High Commission, Kuala Lumpur.
Thailand	Lt. Comdr. Aree Satayamana, Deputy Under-Secretary of State, Ministry of Communications, Bangkok.
	Dr. Kosol Sindhvananda, Counsellor, Royal Thai Embassy, Kuala Lumpur.
	Mr. Amphon Tiyaabhorn, Director of Economics, Project Division, National Economic Development Board, Bangkok.
	Mr. Kovit Kuvanonda, Transport Engineer, Ministry of Communications, Bangkok.
Republic of Vietnam	Mr. Hoang Ngoc Than, Secretary General, Ministry of Communications and Ports, Saigon.
	Mr. Nguyen Van Dat, Director-General of Posts, Prime Minister's Office, Saigon.

II. OBSERVERS

United Nations Development Programme	Mr. Peter Anderson, Programme and Information Officer, UNDP, Kuala Lumpur.
Asian Development Bank	Mr. K.L. Luthra; Deputy Director, Projects Department, Asian Development Bank, Manila.
	Mr. Martin Staab, Project Economist; Asian Development Bank, Manila.

<u>Name of Country</u>	<u>Delegates</u>
Japan	Mr. Masuko Ueda, Senior Policy Planning Officer, Ministry of Transport, Japan. Mr. Kazuo Tanaka, Attache, Japanese Embassy, Kuala Lumpur.
United Kingdom	Mr. Sands Smith, Second Secretary, British High Commission, Kuala Lumpur.
United States of America	Mr. Harry Petrequin, Deputy Director, Regional Economic Development Office, American Embassy, Bangkok. Mr. Ronald Rogers, Regional Affairs Officer, American Embassy in Bangkok.

III. INTERIM SECRETARIAT

Secretary	Mr. Phang Kon Hee, Urban Development Authority, Kuala Lumpur.
Stenographers	Miss Juliana Moses, Office of the Chairman, Urban Development Authority, Kuala Lumpur. Miss Ainon Shahurain, Economic Planning Unit, Prime Minister's Department, Kuala Lumpur. Miss Nancy Lim, Asean Secretariat, Ministry of Foreign Affairs, Wisma Putra, Kuala Lumpur. Miss Salha bte Hj. Mohd. Harun, Planning and Research Division, Ministry of Communications, Kuala Lumpur.
General Assistants	Mr. Saw Teik Hock, Economic Planning Unit, Prime Minister's Department, Kuala Lumpur. Mr. K. Krishnan, Office of Director-General, Economic Planning Unit, Prime Minister's Department, Kuala Lumpur. Mr. Hamzah bin Abdul Rahman, Economic Planning Unit, Prime Minister's Department, Kuala Lumpur.

IV. CONFERENCE STAFF

Mr. Zainal Abidin bin Alias,
Assistant Secretary,
Ministry of Foreign Affairs,
Kuala Lumpur.

Mr. Low Soo Har,
Clerical Officer,
Ministry of Foreign Affairs,
Kuala Lumpur.

Interim Secretariat,
Coordcom,
Kuala Lumpur.

27 March, 1972.

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1972 Meeting of the Co-ordinating Committee of Southeast Asian		
AUTHOR Senior officials on transport and communication		
TITLE		
REPORT		
Date	Borrower's Name	